with negative rate of return. Beyond Singtam, the new line has not been considered technically feasible due to steep gradient. The proposal has not therefore, been taken up for implementation. Further based on demands, suvery for new line from Sivok to Rangpo taken up.

(d) Does not arise.

Commercial exploitation of vacant railway land

2374. SHRI LALIT SURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways propose to commercially exploit their vacant land, particularly near and around big stations;

(b) if so, the details thereof, indicating the places identified, the area of land at each place proposed to be commercially exploited in the near future; and

(c) the annual income likely to accrue therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. So far 61 sites having potential have been taken up over Indian Railways for property development. Bids have been finalized for 9 sites involving a total of about Rs. 21 crore of which, Rs. 6.5 crore has already been realized. The details and area (in hectares) of the locations identified for commercial development are as under:—

Hill Cant Road (Siliguri) (2.8), Alankar Cinema fly over/Aga Khan Road (Pune) (0.58). Kharagpur (2.68), Old Godavari (Secunderabad) (1.28), Esplanade (Metro Railway, Kolkata) (shops), Madam Street (Metro Railway-Kolkata) (0.01), 24 GC Avenue, (Metro Railway-Kolkata) (shop), Shyam Bazar (Metro Railway-Kolkata) (0.01), Chintadripet Station (Metro Chennai) (shops), Chandigarh (20), Katra (30.4), Lucknow Vidhan Sabha Marg(0.80), Howrah station area (20), Manninagar (Ahmedabad) (0.63), T.A. Office Building, Kishanganj (Delhi) (1.65), Gandhinagar (Jaipur) (0.20), Coimbatore Junction (1.4), Salem (0.33), Bangalore Cantonment (1.4), Nizammudin Railway station (0.5), Nagapattinam (Tiruchichirapali) (0.13), Pattukkoti (Tiruchichirapalli) (0.8), Villipuram Station (tiruchichirapalli) (0.7), Gautam Buddha Institute, Gaya (0.57),

Tetichittapalam (Visakapatnam) (1.6), Badli (Delhi) (0.7), Bandra (Mumbai) (4.2), Nirala Nagar (Kanpur) (35), Salt golah (Howrah) (21.8), Borivili (1.29), Andheri (East) (1.5), Delhi Sarai Rohilla (3.2), Howbag Colony (Jabalpur) (1.95), Tolly gung station (Metro Railway/Kolkata) (0.6), Sealdah (grass siding land) (0.7), Sealdah existing main station (0.26), Uzan Bazar (Guwahati) (1.0), Thane (0.87), Ajni (Nagpur) (5.8), R.B. Mill road (Pune), (1.6), Chennai Central (0.26), Dispersal building at Chandini Chowk (Metro Railway/Kolkata) (0.03), Hyderabad Station Building (air-space), Chavulamadum (Visakhapatnam) (1.73), Secunderabad (1.14), Gwalior, Madanmahal (Jablapur) (1.20), Jaipur (0.47), Platform Road (Bangalore) (1.01), Maninagar (Ahmedabad) (2.8), Panskura (0.25), New Delhi Station (re-development), Charbagh (Lucknow) (0.2), Budhlada (Delhi-Bhatinda section) (0.2), Belgharia (Sealdah) (3), Bidhannagar and Dum Dum (Sealdah) (0.5), Halishahar (Sealdah) (9), Ballyghat (Sealdah) (4), Kaanchrapara (Sealdah) (4), Budge-Budge (Sealdah) (3.2)

(c) No such study has been done so far. But Railways have vast potential of generating revenue from its land.

Rail Neer Plant in Andhra Pradesh

2375. SHRIMATI N.P. DURGA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Rail Neer Plants located in Delhi and Bihar are not able to cater to the needs of the entire Railways network in the country;

(b) if so, whether there is any plan to open a Rail Neer Plant in Andhra Pradesh, so as, to meet the needs of Sourthern India and South-Central Railway;

(c) whether his Ministry has any time-frame in setting up of a Plant in Andhra Pradesh; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) to (d) Setting up of new Rail Neer Plants in other locations is dependant upon feasibility of the same.